GEOGRAPHIC NEWS BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

Contents for Week of November 13, 1933. Vol. XII. No. 19.

1. Montfaucon, Fame's Eternal Camping Ground in the Argonne.
2. Cotton Is Still King of Fibers (Part I).
3. Baalbek, Stately Relic of Rome's Colonial Empire.
4. Real "Big, Bad Wolf" Seldom Molests Man.
5. Liverpool, City of Ships, Docks, and Cathedrals.

Photo from E. W. Nelson. Courtesy U. S. Biological Survey

"WHO'S AFRAID OF THE BIG, BAD WOLF?"

When cornered these fierce marauders are dangerous beasts. Note the gaping jaws ready to snap and the hair raised along the spine from neck to rump. Most wolves are afraid of man, however, and will run the other way if they catch a human scent (See Bulletin No. 4).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

UMI

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Montfaucon, Fame's Eternal Camping Ground in the Argonne

ARMISTICE Day recalls the battlefields of France, particularly those where American troops were in action during the World War. None of these has a greater claim to fame and honored memory than Montfaucon, in the Argonne, near which spreads a green hillside covered with white crosses—America's largest cemetery outside the United States.

Recent news dispatches report that the great American Meuse-Argonne War Monument, overlooking the ruins of the wartime village of Montfaucon, is virtually completed. Scaffolding has been removed, revealing a handsome figure symbolizing Valor and Liberty arising from the ruins of battle. The figure, more than 25 feet high, tops a gigantic fluted column 180 feet in height. It can be seen from nearly the whole of the Argonne region, where some of the severest fighting of the War took place.

Headquarters of German Crown Prince

Montfaucon also appears prominently in German reports of the conflict, for there the German Crown Prince had his field headquarters in 1914. The high ridge, upon which the town is situated, was the chief German observation point during the battles in 1916.

Montfaucon was captured by American troops during the Allied advance in September, 1918. The strong German observation station, which commanded a view stretching from the plains of Champagne to the heights of the Meuse, was taken after a terrific struggle by two American Divisions.

Montfaucon village, an old market town dating from the 6th century, was nearly blown to bits. Since the war, a new Montfaucon has been built to the west of the hill, and the old village has been maintained in its wartime state.

The immense American necropolis, or cemetery, at Romagne-sous-Montfaucon, about five miles northwest of the village of Montfaucon, once contained more than 25,000 graves, but this number has been cut almost in half by the removal of bodies to the United States.

Where Royal Pair Was Stopped

The region has an earlier page in world history, for at Ste. Menehould, a town on the west boundary of Argonne forest, Louis XVI and his queen, Marie Antoinette, were recognized on their attempted flight from France in 1791. The postmaster Drouet, taking a short cut through the Argonne by one of its secret passes, intercepted the royal couple at Varennes, where they were arrested in the Rue de l'Hotel-de-Ville. The ruins of Varennes were captured by American troops on September 26, 1918, during the same battle in which Montfaucon fell into Allied hands.

The Argonne itself is a wooded plateau about 44 miles long and 10 miles broad, forming a natural barrier between Champagne and Lorraine, in northeastern France. Since the days of Attila its densely forested heights and narrow defiles have presented countless difficulties to the passage of military forces.

Note: For additional references to the battle fields of France see: "Armistice Day and the American Battle Fields," *National Geographic Magazine*, November, 1929; "Celebrating Christmas on the Meuse," December, 1919; "Flying in France," and "The Life Story of an American Airman," January, 1918; "In French Lorraine," November-December, 1917; and "The Burden France Has Borne," April, 1917.

The *National Geographic Magazine* will publish a new survey of American war memorials in the January, 1934, issue.

UMI

Photo by Putnam & Valentine, Los Angeles, California

COTTON BALES "DOWN ON THE LEVEE" AT NEW ORLEANS

By railroad, motor truck, wagon, and river steamer the cotton flood pours into the great Louisiana seaport, for export by ocean vessels to many parts of the world. New Orleans is America's third cotton port. Houston and Galveston are the first and second in the order named. Germany, England, Japan, and France are among the chief buyers of American raw cotton (See Bulletin No. 2).

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Cotton Is Still King of Fibers (Part I)

EDITOR'S NOTE—Scores of requests have been received from teachers and students in every part of the country for photographs and material about cotton. To meet these requests the School Service of the National Geographic Society has prepared a story about the sources, growth, and uses of cotton, which will be published in two parts. This is the first part.

COTTON prices, cotton surpluses, cotton production, and export figures, new uses of cotton, and, more recently, new Federal government rules limiting cotton-growing acreage, keep the fiber constantly in the public eye.

Why the great public interest in cotton?

Because about one-tenth of the population of the United States, and many more millions of people on every continent, depend upon cotton for a livelihood and because it is vital to modern civilization.

You Cannot Dodge Cotton in Some Form

Go where you will, by any means of travel in the civilized world, and cotton will be your companion. Step into an automobile and you will be rolled along by tires containing cotton fabric. You will sit on upholstery that probably contains cotton thread, and will be protected by a top to which cotton contributed.

Or go yachting. Your ship, no doubt, will be equipped with cotton awnings, hatch covers, and "linens." Or try to evade the fiber by climbing into an airplane. You will discover that cotton fabric covers the airplane wings and that cotton dissolved in chemicals is the "dope" that protect the wings from wind and weather.

The engineers of our railroad trains wear cotton overalls, and the window shades and seat covers of modern passenger cars once were a part of the snow-white landscape of a cotton field. Even old Dobbin still wears a cotton-lined collar, and the buggy he pulls may have a cotton top and bits of imitation leather here and there that cotton helped to produce.

Stroll down "Main Street" of a modern town and cotton in many forms strolls with you. You pass men who wear cotton from their hatbands to the linings of their shoes. In white, black and all the colors of the rainbow, you observe cotton ties, hose, suits, shirts, collars, uniforms, overcoats, and shoe laces. The feminine companions of the cotton-clad men wear hats and dresses and carry umbrellas of cotton.

Often Takes Strange Names

A glance at thousands of bolts of cloth on department store shelves reveals that between the time cotton leaves the plantation and reaches the buyer, it assumes many disguises. For instance, if you purchase calico, cretonne, corduroy or chintz, you are buying cotton. And the same is true for apron-cloth, argentina, bandana, batiste, beavertine, cambric, charmeuse, denim, domestic, duck, gingham, Harvard shirting, huck-a-back, swansdown, lambskin, lawn, long cloth, moleskin, muslin, nainsook, pique, poplin, sateen, twill, velveteen, voile, and many other fabrics.

In an American home, cotton has earned the right to be called king of fibers. Step over the threshold and your foot may alight upon a cotton rug; pictures hang on walls covered with cotton cloth; you relax in a chair upholstered with cotton and listen to a phonograph record which contains cotton, playing a recent "blues" song inspired by life in the Southern cotton belt. Within eyeshot are cotton draperies, window shades, sofa pillows, and chair and table covers.

In the dining room maybe the table "linen" is cotton or part cotton, and cotton wicks protrude from artistically-designed candles. In the kitchen one may discover a cotton bag for crushing ice, a cotton mop, cotton wiping cloths; and perhaps cotton had some part in the manufacture of the linoleum on the floor and the oilcloth on the table.

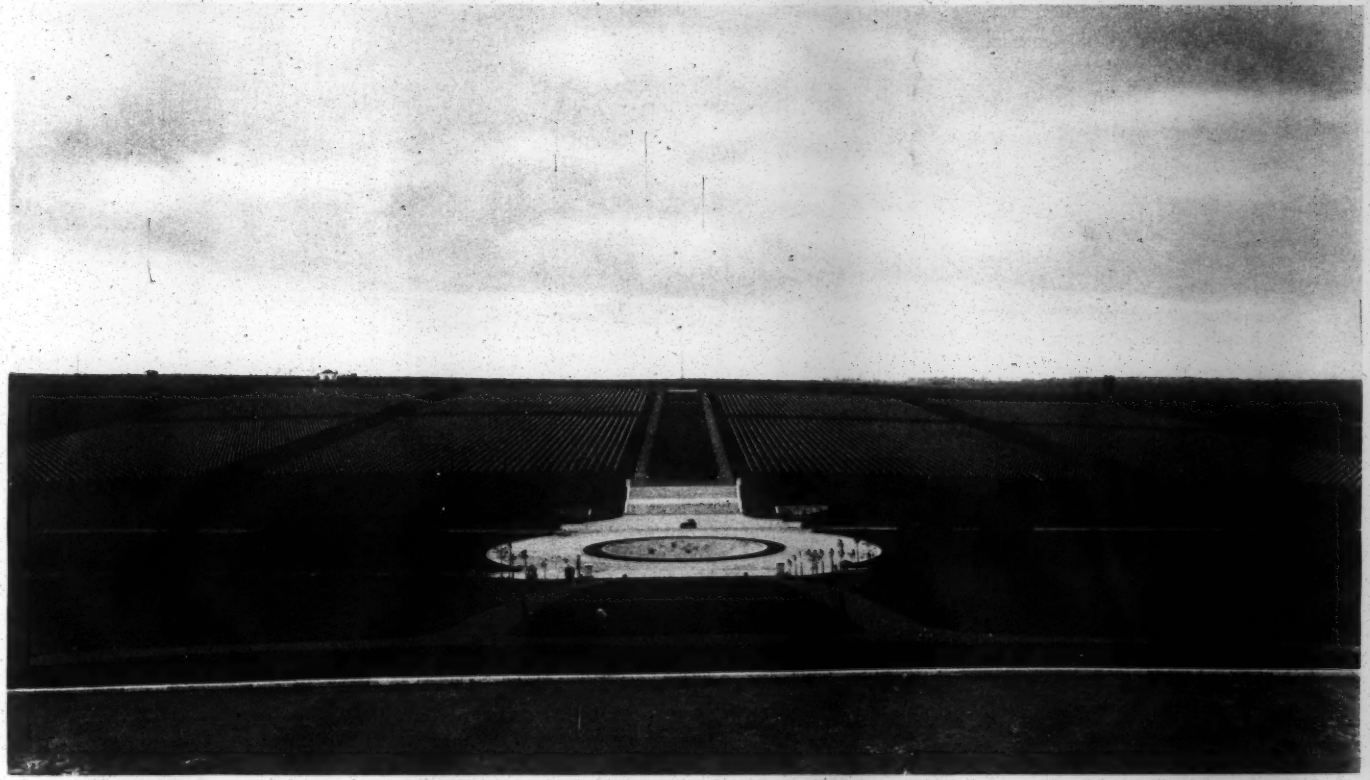
Open the pantry door and again you find cotton. One of the newest methods of packing small quantities of oranges, potatoes, and onions is by the use of coarse mesh cotton bags. Of course the housewife long has bought sugar, salt, and flour in cotton bags, as well as cheese with cotton covering.

Cotton Has Important Rôle in Sports

The bedrooms contain more cotton than any other room in the home. Cotton sheets, pillow cases, quilts, and blankets for beds are widely used, while in men's and women's wardrobes are handkerchiefs, underwear, nightclothes, lounging and bath robes, and house slippers of cotton. In the bathroom hang towels, wash cloths, and shower curtain of cotton.

On bathing beaches one sees cotton bathing suits and shoes; at boxing matches, boxers swing and thrust at each other with cotton-padded gloves; at football games, cotton-lined shoulder pads protect the players; at the movies the spectators view pictures projected from

UMI



Photograph by U. S. Army Signal Corps

ROMAGNE-SOUS-MONTFAUCON, LARGEST OF AMERICAN OVERSEAS CEMETERIES

Nearly every division of the A. E. F. is represented by soldiers buried on this Argonne hillside. A beautiful marble Romanesque chapel has been built where the flagpole stands in this photograph. The new Montfaucon monument, however, overlooks the village of Montfaucon itself, some five miles southeast of the cemetery.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Baalbek, Stately Relic of Rome's Colonial Empire

A LARGE-SCALE model of the ancient Roman acropolis of Baalbek, in Syria, has been made by a Lebanese artist. Although 18 centuries have wrought havoc with the original temples, the model depicts the city of the pagan sun-god as it may have appeared when the Roman colonial empire reflected the power and glory of the greatest nation of its time.

Baalbek once enjoyed a place of great commercial importance, as it was on the direct route to Syria from Egypt and the Red Sea, as well as from Tyre to Syria, Asia Minor and thence to Europe. Though its earliest history is unknown, it is certain that at a very early date it was a seat of sun worship.

The Greeks changed the pagan name of Baalbek into Heliopolis, the Greek equivalent for "city of the sun-god," and this was later adopted by the Romans. The city, however, is not to be confused with the celebrated Heliopolis of lower Egypt, which was the seat of the Egyptian worship of the sun. In the latter originally stood the two obelisks, known as Cleopatra's Needles, which now adorn the Thames Embankment in London and Central Park in New York City.

Ruins Rise Above Mud Cottages

Above the low, flat-roofed mud cottages of the present-day village of Baalbek, the stately ruins of what must have been one of the most magnificent of Syrian cities now stand out as a tribute to the energy and culture of a people, the long arm of whose power was felt through the then-known world.

Most of Baalbek's history dates from the time when Augustus planted a Roman colony there, as the coins of Heliopolis in the first century show. The chief temple, which legend says was built by Solomon, was in reality founded by Antonius Pius, that adopted son of the Emperor Hadrian, whose reign is almost a blank in history because during it practically all wars, violence, and crime ceased. His thoughts and energies were dedicated to the happiness of his people.

The imposing ruin well might be classed among the wonders of the world. Upon a base which still shows the names of Antonius Pius and Julia Domna, the architects reared the Temple of the Sun, dedicated to Jupiter, a building 290 feet long and 160 feet wide, whose roof was supported by fifty-four Corinthian columns, the circumference of which was twenty-two feet and height eighty feet—giants in comparison with those of the U. S. Capitol in Washington.

Stone Blocks Freight-car Size

It stands upon a platform on the Acropolis which measures 1,000 feet by 450 feet, and was originally entered by a broad flight of steps, but when Kaiser Wilhelm was engaged in restoring the ruins in 1905, he put in the place of this stately ancient approach a narrow modern staircase.

With the exception of six of the columns, little of the temple is now standing (see illustration, next page). Perhaps the most remarkable feature of the structure, notwithstanding its size and the beauty of its conception, is the fact that such enormous blocks of stone were used in its construction. Some of these measure 60 feet in length, and are as big as a modern freight car.

The god, Baal, whom the Greeks identified with their sun-god Helois, and the Romans with their Jupiter of Heliopolis, to whom the temple was erected, is usually represented as a beardless youth wearing a long drapery of scales. He carries a whip in his right hand and thunder bolts and ears of corn in his left.

UMI

cotton-made film; tennis players wear cotton shoes; on golf links a cotton flag flies on every green; and at the baseball park, cotton-covered bags mark three bases of the diamond.

Cotton bagging for cotton bales is taking the place of jute bagging to a slight extent in some parts of the cotton belt; builders of cement roads are covering "green" cement with cotton fabric instead of burlap; engine builders use cotton packing; oil refiners and chemists employ cotton filter cloth; and cotton conveyor belts are popular in the baking and confectionery industry.

(To Be Concluded Next Week)

Note: Students preparing cotton projects, or units, will find helpful photographs and other information about the fiber in: "Surveying Through Khoresm," *National Geographic Magazine*, June, 1932; "Flights from Arctic to Equator" and "How Half the World Works," April, 1932; "Smoke Over Alabama," December, 1931; "New Hampshire, the Granite State," September, 1931; "Illinois, Crossroads of the Continent," May, 1931; "Under the South African Union," April, 1931; "Louisiana, Land of Perpetual Romance," April, 1930; "Arizona Comes of Age," January, 1929; "So Big Texas," June, 1928; "The Geography of China," June, 1927; "Farmers Since the Days of Noah," April, 1927; "Marching Through Georgia Sixty Years After," September, 1926; "Motor-Coaching Through North Carolina," May, 1926; "The Amazon, Father of Waters," April, 1926; "The Land of Egypt," March, 1926; "The Romance of Science in Polynesia," October, 1925; "Adventures Among the 'Lost Tribes of Islam,'" January, 1924; "The Geographical History of Asia Minor," November, 1922; "Along the Nile, Through Egypt and the Sudan," October, 1922; "The Story of the Ruhr," May, 1922; "Protecting the United States from Plant Pests," August, 1921; and "Massachusetts—Beehive of Business," March, 1920.

Bulletin No. 2, November 13, 1933.

Photograph from Onie M. Nash

"LAZY BONES, SLEEPIN' IN THE SUN!"

While their parents, and older brothers and sisters labor hard to fill their baskets with fluffy cotton, these youngsters in a Georgia cotton field launch a new cotton-picking "code" that calls for plenty of rest.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Real "Big, Bad Wolf" Seldom Molests Man

"WHO'S Afraid of the Big, Bad Wolf?"

A blithesome—even nonchalant—phrase that may be considered a taunt at Depression has thus swept the country in a popular song.

The real, not the metaphorical, wolf has never been as great a menace to man in North America as is generally supposed.

Since the dawn of history Old World wolves, when hunger pressed, have not hesitated to attack man. The very name wolf, therefore, was brought to this country as a synonym for a fearful scourge. American wolves, however, have rarely shown this fearlessness toward man, probably owing to the abundance of game before the advent of the white man, and to the general use of firearms among the pioneers who early taught the wolf to keep his distance.

Once Roamed Nearly All of North America

Large wolves, closely related to those of Europe and Siberia, once infested practically all of Arctic and temperate North America, excepting only the arid desert plains. This range extended from the remotest northern lands beyond 83 degrees of latitude, south to the mountains about the Valley of Mexico.

When America was first colonized by white men, wolves were numerous everywhere in proportion to the abundance of game animals. As the population of the continent increased and most of its large game was destroyed, wolves disappeared from large parts of their former domain. They still are found, however, in the deep forests along our northern border from Michigan westward, and south along the Rocky Mountains and the Sierra Madre to Durango, Mexico, and also in all the Gulf States. This year a trapper reported seeing a wolf in New York State.

Variations in climate within their range in North America have resulted in several geographic races of wolves which show marked differences in size and color. The white Arctic wolf is the most notable of these, but the gray or timber wolf of the Rocky Mountain region and the eastern United States is the best known. The "Black Wolf" is a color phase of the familiar gray wolf.

Wolf Pups Carefully Guarded

Gray wolves appear to keep the same mates for life, and in the spring their young are born in natural dens among great rocks, or in a burrow dug for the purpose in a hillside. Their litters consist of from eight to twelve pups. Both parents exercise the greatest vigilance for the protection of the several young. The male kills and brings in game and stands guard in the neighborhood, while the mother devotes most of her time to the pups while they are very small.

At other times of the year packs, made up generally of parents and the young of the preceding season, hunting together with a mutual helpfulness in pursuing and bringing down their prey, show a high order of intelligence. Wolves are, in fact, first cousins of the dog, whose mental agility is recognized by all.

During the existence of the great buffalo herds, packs of big gray "buffalo wolves" roamed the Western Plains, taking toll wherever it pleased them. With the disappearance of buffalo herds only a few of the wolves survived. There have been enough, however, not only to commit great ravages among the deer and other game in northern Michigan and on the coastal islands of Alaska, but also to destroy much live stock in the Rocky Mountain region.

UMI

Constantine used the temple as a Christian church. Theodosius the Great wrought havoc in it, using portions for another church which he built nearby; earthquakes have done their deadly work to its walls and columns; the Arabs used it as a fortress, when they sacked Baalbek in 748 A. D.; Timur the Lame pillaged it in 1400 and the Turks took possession of it in 1517, the pashas of Damascus tearing down many pillars for the iron binding the stones together.

Note: See also "Crusader Castles of the Near East," *National Geographic Magazine*, March, 1931; "Skirting the Shores of Sunrise," December, 1926; "A Visit to Three Arab Kingdoms," May, 1923; and "From Jerusalem to Aleppo," January, 1913.

The *National Geographic Magazine* will publish in the December, 1933, number, an article which follows the route of the Crusaders from Europe to the Holy Lands, with an up-to-date description of the region around Baalbek.

Bulletin No. 3, November 13, 1933.

© *National Geographic Society*

PUZZLE: FIND THE MAN STANDING BETWEEN THE PILLARS!

Modern architects and engineers marvel at the dimensions of the Great Temple of Jupiter at Baalbek, wondering how the ancients ever moved and lifted such huge stones. Behind the pillars is seen the Temple of Bacchus. The ruins at Baalbek were first visited in modern times in 1507, by a German. Much damage was caused by an earthquake in 1759. (The man, in case you have not found him, stands between the second and third pillars from the right.)

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Liverpool, City of Ships, Docks, and Cathedrals

PERHAPS in some future day the mention of Liverpool will bring first to mind great cathedrals.

The largest English Episcopal Cathedral is now being built in the busy English seaport, and recently the site of a Roman Catholic Cathedral was dedicated there. The latter, according to its designers, will be the second largest church edifice in the world, being exceeded in length only by the enormous St. Peter's Basilica in the Vatican City.

Fame for its churches is a new honor to Liverpool, long noted as a thriving city of ships and trade. Although the harbor of Southampton, on the English Channel, is more familiar to the average American tourist and visitor to England to-day, Liverpool is the "tradesmen's entrance" to England, receiving vast quantities of raw materials from every port on the globe, and pouring into the world's stream of commerce shipload after shipload of textiles, machinery, chinaware, metals, and other manufactured products.

Europe's Leading Cotton Market

Liverpool has long been the leading cotton market in Europe, while quotations of grain, cattle, and tobacco on its various exchanges are watched by bankers and merchants throughout the world.

Geography has played an unmistakable part in shaping Liverpool's destiny. The city is situated only three miles from the Irish Sea on the north bank of the tidal Mersey River, which ranges in width from a mile to three miles, and extends inland far enough to provide safe anchorage for thousands of ships.

King John founded the town early in the thirteenth century, but it developed slowly until America was discovered. Liverpool engaged in the slave traffic, and its bold seafarers also played an active part in the romantic days of smuggling rum, sugar and tobacco. But the port's real prosperity dates from 1840, when regular steamship service began between the Old World and the New.

One of Liverpool's principal "articles of export" to America, until the time of the World War, was our immigrant citizens. It was a pioneer port of English emigration, and, in addition, many emigrants from Spain, France, Russia, Poland, and the Baltic region bound for America embarked there. During the World War Liverpool was England's chief entry port for food, and there also thousands of American doughboys landed.

Skyscrapers a Surprise to Visitors

As England's second port (London is first) Liverpool still receives many passenger liners, principally those plying the St. Lawrence routes from Canada. Before the newcomer sailing up the Mersey a varied panorama of docks, ships, factories, and warehouses is spread. But the strangest sight of all is the skyscrapers. The Royal Liver Building with its 17 stories, and the Dock Board Offices and the Cunard Building, also multi-storied, would not be impressive in New York, but in Liverpool they are the first features of the city to catch the eye.

Less noticeable at first glance are the unique landing stages used by trans-Atlantic liners and the ferry steamers. Because the Mersey is subject to heavy tides (ranging from 15 feet to 27 feet) passengers must disembark on huge floating platforms. Prince's and George's Landing Stages, together 2,478 feet long and

UMI

So serious did losses in cattle and sheep on the ranges become that Congress made large appropriations for the destruction of wolves and other predatory animals, and such disturbers of the peace have been greatly reduced in numbers. The necessity of action of this kind is shown by the capture in Wyoming of a huge old dog wolf with a definite record of having killed over $25,000 worth of stock.

Note: See also "The 'Bowdoin' in North Greenland," *National Geographic Magazine*, June, 1925; "Missouri, Mother of the West," April, 1923; "The Wild Life of Lake Superior," August, 1921; and "The Larger North American Mammals," November, 1916.

The National Geographic Society also publishes a handsomely-bound volume, "The Wild Animals of North America," containing many colored illustrations, descriptions, charts showing tracks, and other data about the game life of the continent. A price list of The Society's natural science publications will be sent free to teachers and students upon request.

Bulletin No. 4, November 13, 1933.

NOTE TO TEACHERS

Back copies of several recent issues of the GEOGRAPHIC NEWS BULLETINS are exhausted. Hence requests from teachers who wish their files complete cannot always be filled. A lapse in your receipt of THE BULLETINS may be avoided by sending your renewal remittance of 25 cents promptly when you are notified that your subscription is expired. Because these Bulletins represent a substantial gift to schools from the National Geographic Society's educational fund, the expense of advertising or circulation promotion cannot be undertaken as would be the case with a commercial publication. The Society must rely upon supervisory officials and teachers to call them to the attention of their colleagues who might use them to advantage in their geography, social sciences, and literature classes.

Photograph by Donald B. MacMillan

AN ARCTIC WOLF, AND AN ESKIMO DOG AND HIS MASTER

Note the similarity in size, features, and coloring between the wolf and the dog. The white or Arctic wolf is more enduring, has a wider range, and passes an easier existence than any other Arctic animal. This specimen was shot on Ellesmere Island, northern Canada.

80 feet wide, rest on 200 iron pontoons and are linked with the river wall by nine hinged bridges and an inclined floating bridge 550 feet long.

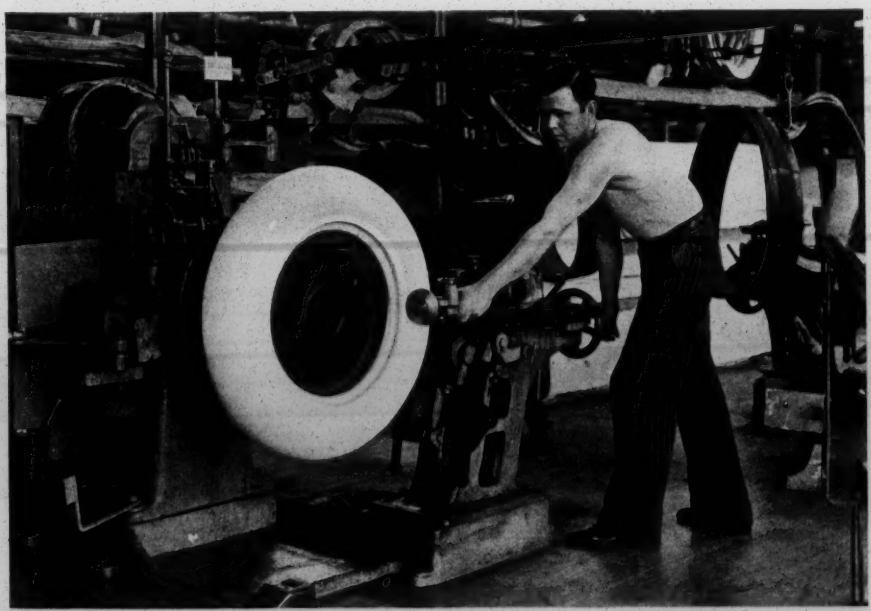
Flanking the Liverpool side of the Mersey for a distance of seven miles are more than sixty docks, having some thirty miles of quay and covering nearly 500 acres of ground. Liverpool possesses perhaps the finest and most efficient system of docks in the world.

Back of the waterfront the city itself is likely to disappoint the visitor, although it possesses several fine museums, among them the Walker Art Gallery, with a notable collection of old masters. St. George's Hall, where concerts are held, is said by architects to be the finest modern example of the Greek style of architecture in England, although it is jokingly dubbed "coal-smoked Greek architecture" in Liverpool.

Liverpool's most noted citizen was William Ewart Gladstone. The birthplace of the great statesman on Rodney Street is visited by thousands of pilgrims annually, many of them Americans. Americans like to recall, too, that Nathaniel Hawthorne once served as a consul in Liverpool, and that his "Mrs. Blodgett" lived at 153 Duke Street.

Liverpool has an abundance of parks, large and small, and many of these are partly given over to the ancient sport of bowling-on-the-green, which flourishes here as it does nowhere else in England.

Note: For other English references see: "Beauties of the Severn Valley," *National Geographic Magazine*, April, 1933; "Between the Heather and the North Sea," February, 1933; "Some Forgotten Corners of London," February, 1932; "Visits to the Old Inns of England," March, 1931; "Oxford, Mother of Anglo-Saxon Learning," November, 1929; "Down Devon Lanes," "Through the English Lake District Afoot and Awheel," and "A Tour in the English Fenland," May, 1929; "Vacation in a Fifteenth Century English Manor House," May, 1928; "London From a Bus Top," May, 1926; "A Char-a-Bancs in Cornwall," December, 1924; "Through the Heart of England in a Canadian Canoe," May, 1922; and "One Hundred British Seaports," January, 1917.



© *National Geographic Society*

COTTON CORDS ADD STRENGTH TO AUTOMOBILE TIRES

Rolling down a ply on a bus balloon tire at Gadsden, Alabama. This plant, in the heart of the cotton belt, was founded by an Ohio concern as a branch because it is close to raw materials and fuel, and the district has a milder climate than does that of the home plant. Slowly and steadily Northern industry is invading the South, once largely a land of cotton plantations (See Bulletin No. 2).